

Amendments to the Specification:

Please amend the specification as follows:

On page 1, paragraph [0002]:

[0002] A commonly owned co-pending application serial number 10/608,444, filed June 29, 2003 (Attorney Docket No.: 028987.52313US), based on German application of German Application No. 102 29 401.1 filed on June 29, 2002, describes related subject matter and the same is incorporated herein by reference thereto to the extent that the disclosure aids in understanding the present invention.

On page 5, paragraph [0018]:

[0018] According to Figure 2, the front panel structure 11 and a non-metallic windshield frame 19 are structurally joined; the windshield frame 19 also consisting of high-strength fiber-reinforced plastic (CFRP) just like the remaining structure 3 or passenger cell 4. The windshield frame 19 is designed as a hollow girder ~~19~~19' (Figure 2), which, on a side B facing the passenger cell 4 encloses a bearing panel 20 in a defined width B_{def} for a windshield 21W. This bearing panel 20 is provided with support panels 21, 22, its free ends 23, 24 being provided with flanges 25, 26. Between bearing panel 20 and windshield 21W one or more adhesive seals are provided. The support panel 21 forms an obtuse or a right angle with the bearing panel 20; there is a similar angle

between flange 25 and support panel 21, and the flange 25 forms an obtuse angle Bg with a horizontal line 27. With its relatively short, horizontal piece 28, the second support panel 22 leads away from the bearing panel 20 and joins a piece 29 that extends to the bearing wall 20 in a right or obtuse angle and becomes a horizontal piece 30. This piece continues as a perpendicular piece 31, and transitions into the horizontal flange 26. The flanges 25, 26 lead to a first panel section 32 and a second panel section 33 of the panel structure 11 and are there held in position by means of bonding 34, 35. For alignment of the flange 25, the first panel section 32 is provided with an opening 36. Furthermore, the hollow space 37 of the hollow girder 1919' may be filled with suitable material, preferably foam material, which, among other things, serves to reinforce the hollow girder 1919'.

On page 6, paragraph [0019]:

The windshield frame 19 shows upright columns 39, 40, so-called A-pillars, (Figure 1), that are provided with hollow spaces 41,42 containing support columns 43 (Figure 3). Each support column 43 consists of metal – high-strength steel or aluminum alloy – and is attached to the front panel structure 11. The support column 43 is held in position on said panel structure by means of a retaining plate 44, which retaining plate 44 has legs 45, 46 that extend toward each other at an angle (Figure 4). The legs 45, 46 abut the corresponding panel areas 47, 48 of the front panel structure 11. The retaining plate 44 is attached

with bolts 49, which align with the tap holes 50 of a metallic insert 51. The insert 51 with angular legs 52, 53 is integrated in the front panel structure 11 in such manner that this insert is surrounded by border panels 54, 55 of the panel structure 11 which enclose a core ~~54~~ 56 outside the insert 51. A corresponding design can be found in EP 0 286 058 A2. Between the support column 43 and the column 39, foamed material 56 will limit possible relative motion (Figure 3). This foamed material extends across a relatively small section Tb of the entire length of the support column 43 and adjacent on one free end 57 of said column. Also, the support column ~~41~~ 43 consists of three sleeved tubes 58, 59, 60, which in this design show a circular cross section and are retained by a press fit.